

**Environment, Transportation & Public Safety Standing Committee Meeting**

**Date: Wednesday, November 26, 2025**

**Time: 4:30 o'clock p.m.**

**Location: Council Chambers, 1st Floor, Windsor City Hall**

**Members Present:**

**Councillors**

Ward 2 - Councillor Frazier Fathers

Ward 3 - Councillor Renaldo Agostino

Ward 4 - Councillor Mark McKenzie

Ward 8 - Councillor Gary Kaschak

Ward 9 - Councillor Kieran McKenzie (Chairperson)

**PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:**

Sandra Gebauer, Council Assistant

**ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:**

Jelena Payne, Deputy Chief Administrative Officer, Commissioner of Economic Development

David Simpson, Commissioner, Infrastructure Services & City Engineer

Stacey McGuire, Executive Director of Operations & Deputy City Engineer (Acting)

James Chacko, Acting Executive Director, Transit Windsor

Ian Day, Senior Manager, Transportation

Mark Spizzirri, Manager, Performance Measurement & Business Case Development

Sahar Jamshidi, Manager, Road Safety

Kathy Quenneville, Project Coordinator

Awele Italiano, Road Safety Coordinator

Anna Ciacelli, Deputy City Clerk

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### 1. CALL TO ORDER

The Chairperson calls the meeting of the Environment, Transportation & Public Safety Standing Committee to order at 4:31 o'clock p.m.

### 2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

Councillor Kieran McKenzie welcomes Councillor Frazier Fathers to the Environment, Transportation & Public Safety Standing Committee.

### 3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

#### 3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held September 24, 2025

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Mark McKenzie

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held September 24, 2025 **BE ADOPTED** as presented.  
Carried.

Report Number: SCM 298/2025

### 4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

### 5. COMMUNICATIONS

None presented.

### 6. PRESENTATIONS AND DELEGATIONS

None presented.

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### 7. COMMITTEE MATTERS

#### 7.1. Minutes of the Transit Windsor Working Group of its meeting held August 13, 2025

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1087**

THAT the minutes of the Transit Windsor Working Group meeting held August 13, 2025 **BE RECEIVED.**

Carried.

Report Number: SCM 294/2025

#### 7.2. Minutes of the Transit Windsor Working Group of its meeting held September 24, 2025

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1088**

THAT the minutes of the Transit Windsor Working Group meeting held September 24, 2025 **BE RECEIVED.**

Carried.

Report Number: SCM 315/2025

#### 7.3. Minutes of the Active Transportation Expert Panel of its meeting held October 8, 2025

Councillor Gary Kaschak comments on the quality of, and valuable feedback received from the Bike Safety Field Trip Survey report attached to the minutes.

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1089**

THAT the minutes of the Active Transportation Expert Panel meeting held October 8, 2025 **BE RECEIVED.**

Carried.

Report Number: SCM 337/2025

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### 7.4. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held September 10, 2025

Councillor Kieran McKenzie comments that the meeting included a letter from the Ontario Minister of the Environment, Conservation, and Parks indicating his disappointment with responses received from the Province's chosen service provider Circular Materials (CMO). Councillor Kieran McKenzie hopes that discussions will remain ongoing and positive changes will be made.

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1090**

THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board meeting held September 10, 2025 **BE RECEIVED**.

Carried.

Report Number: SCM 345/2025

### 7.5. Minutes of the Windsor Licensing Commission of its meeting held October 29, 2025

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1091**

THAT the minutes of the Windsor Licensing Commission meeting held October 29, 2025 **BE RECEIVED**.

Carried.

Report Number: SCM 354/2025

### 7.6. Minutes of the Environment & Climate Change Advisory Committee of its meeting held December 4, 2024

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1092**

THAT the minutes of the Environment & Climate Change Advisory Committee meeting held December 4, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 367/2025

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### 8. ADMINISTRATIVE ITEMS

#### 8.1. Bicycle Parking Policy Implementation and Feasibility Update – City Wide

Councillor Renaldo Agostino comments that he felt the report was well-done and he appreciates the phased-in approach recommended but would like an update on the proposed bike parking slated for the parking garages downtown. David Simpson, Commissioner, Infrastructure Services & City Engineer, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 4, 2025 entitled, “Bicycle Parking Policy Implementation and Feasibility Update – City Wide” and indicates that a bike locker system has already been installed in Garage 1, and the monthly utilization of that is being tracked as a pilot project. Mr. Simpson states the recommendation in the report is to install a similar system in Garage 2.

Councillor Agostino is impressed with the structure in Garage 1 but wonders if a gate system is still being considered. Mr. Simpson replies that the option for the gate has been budgeted, but it would be Council’s decision as to whether it would be installed.

Councillor Agostino then asks about downtown events. He asks if event organizers will be asked to pay additional fees for bike parking infrastructure. Mr. Simpson replies that event organizers will be given the opportunity to rent or lease bike parking infrastructure from the city, either the smaller bike lock system or larger portable structures for multiple bike storage units. The event organizers would be responsible for staffing and security of the bike parking areas at their own expense. The lease would provide for transport of the bike storage units to the sites, as well as their return to the city.

Councillor Agostino asks if it will be mandatory for event organizers to do this. Mr. Simpson replies that it is optional.

Councillor Kieran McKenzie asks if there is provision for event organizers to charge a fee to those who wish to lease a bike parking option from the city. Mr. Simpson replies that it would be up to the event organizer should they wish to charge a fee to offset their costs. Kathy Quenneville, Coordinator, Schools and Sustainable Mobility, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 4, 2025, entitled, “Bicycle Parking Policy Implementation and Feasibility Update – City Wide” to add that the procedure for temporary bike parking for events is a guideline for users, with no specific requirements in this case.

Councillor Kieran McKenzie inquires about the bike parking implementation costs outlined in the report. The report states that \$3.7 million in the approved 10-year capital budget that could be allocated, and he asks to confirm that number. Mr. Simpson replies that this funding source also funds other aspects of Active Transportation, such as cycling infrastructure, and the spending plan recommends not exhausting those funds on bike parking initiatives.

Councillor Kieran McKenzie asks how much of this fund would be dedicated to bike parking. Mr. Simpson replies that approximately one third of the total amount (approximately \$1.26 million) would be allocated to bike parking under the recommendation.

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Councillor Renado Agostino asks if the Bird E-Scooter and E-bike program could play a role in this scenario. He mentions that other cities have relationships with e-vehicle providers to have drop off and designated parking areas at events to encourage use. Mr. Simpson agrees that this could be added to the process.

Councillor Kieran McKenzie asks about opportunities to encourage and incentivize the private sector to make investments in bike parking infrastructure. Mr. Simpson replies that he could look further into this with the Planning Department and provide more information when the report goes to Council.

Moved by: Councillor Renaldo Agostino

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1093 ETPS 1085**

- I. THAT report of the Coordinator, Schools and Sustainable Mobility dated September 4, 2025 entitled "Bicycle Parking Policy Implementation and Feasibility Update – City Wide" **BE RECEIVED** for information; and,
- II. THAT administration **BE DIRECTED** to move forward with the installation of a security gate at the parking garage 2, conditional on Funding including the potential use of Ward funds, so that it may be offered for use by the general public free of charge for 2026; and,
- III. THAT the items outlined in the planning section of the administrative report **BE REFERRED** to the planning department for consideration at a future Development and Heritage Standing Committee Meeting.

Carried.

Report Number: SCM 308/2025, S 114/2025 & AI 24/2025

Clerk's File: ST2025

### 8.2. Traffic Calming Policy Update 2025 - City Wide

Councillor Gary Kaschak compliments administration on providing a thorough report. He expresses concern regarding the reduction of Councillors' traffic calming budgets, and the length of time it will take to have traffic calming measures approved. Councillor Gary Kaschak asks administration why the policy changes are so drastic. Ian Day, Senior Manager, Transportation, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 2, 2025, entitled, "Traffic Calming Policy Update 2025 - City Wide" to clarify that Councillors will still have their traffic calming budgets available, but the budgets will be applied with the same intent as the rest of the overall traffic calming policy. Mr. Day states that the new process will be more streamlined and data-driven than in the past.

Councillor Gary Kaschak comments that there is a disconnect between residents and administration on what number of issues warrant review and mentions how many residents have expressed satisfaction with the traffic calming measures installed in their neighbourhoods.

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Councillor Mark McKenzie asks whether a petition from residents would still be required if preliminary data shows that speeding is, in fact, an issue on a particular street. Mr. Day replies that current technology available to measure speeding provides a preliminary screening point and allows for complaints about perceived speeding to be filtered out. If the numbers reach the 51% threshold, further investigation is considered warranted and would proceed to requiring a signed petition from residents.

Councillor Mark McKenzie inquires as to how long the process from complaint to calming measure installation may take. Mr. Day replies that filtering out unwarranted complaints will hopefully reduce the wait time from years to months.

Councillor Mark McKenzie references Ypres Boulevard specifically, stating there is three years' worth of data from speed radar signs that show speeding on that street is a continued problem. He asks why this has not justified mitigation. Mr. Day responds that the current program is unsustainable, with many roads that qualify for speed calming measures in a queue for installation due to funding deficits.

Councillor Mark McKenzie asks if requiring a residents' traffic calming petition could be skipped altogether when city staff knows there is an obvious speeding issue on a street. Mr. Simpson replies that administration feels the input from the residents is vital, and comparative municipalities also require input from residents as well.

Councillor Mark McKenzie inquires about requiring a signed petition from residents to proceed with a traffic calming investigation when the street has less than 10 residents, but speeding is an obvious problem and cites Kildare Road between Seneca and Shepherd Street as an example. He asks what the procedure would be in that instance. Mr. Simpson replies that administration would use their discretion and could by-pass that requirement in such a situation.

Councillor Mark McKenzie asks why speed humps cannot be installed on public transportation routes and asks if Transit Windsor would be open to changing that requirement. James Chacko, Executive Director, Transit Windsor, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 2, 2025, entitled, "Traffic Calming Policy Update 2025 - City Wide" to state that speed humps do present an issue for buses travelling at a regular rate of speed, and that Transit Windsor has worked with administration to install alternative speed calming measures in areas of concern. Transit Windsor is open to having conversations with administration on this issue.

Councillor Renaldo Agostino mentions the Province has stated that more money will be available to municipalities for traffic calming measures with the elimination of the speed camera program. He asks if administration has received any information regarding this. Mr. Simpson replies that nothing has been formally introduced, but his preliminary understanding is that municipalities would only qualify for such funding if they had Automated Speed Enforcement programs already in place by November 15, 2025, so Windsor would not technically qualify.

Councillor Renaldo Agostino asks if automatic traffic calming measures in school zones only apply to schools in the Greater Essex County District School Board and Windsor-Essex Catholic District

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School Board. Mr. Day replies that private schools are considered business and are not included in school zones.

Councillor Frazier Fathers asks why the 85<sup>th</sup> percentile is used as the threshold for pre-screening. Mr. Simpson replies that this is a long-established industry standard and is embedded in the Ontario Traffic Manual as the standard of choice. No exceptions to this were seen in administration's study of comparative municipalities.

Councillor Frazier Fathers inquires as to what measure of distance is considered when naming a location a Pedestrian Generator. Mr. Day replies that locations are considered Pedestrian Generators if they are adjacent to or abutting the study area.

Councillor Frazier Fathers asks how the community will be informed of the results of pre-screening, particularly if the results do not meet the 85<sup>th</sup> percentile threshold. Mr. Day replies that traffic calming requests are lodged through 311 and will receive a notification if their request is closed out, along with an explanation, after the pre-screening process. David Simpson adds that this information could also be included for residents during the community-based checkpoint at the mid-stream phase of the process.

Councillor Gary Kaschak asks to confirm the cost of a speed hump installation. Mr. Day replies that installation of the speed hump, the accompanying signage and the road markings bring the cost per speed hump to approximately \$10,000.

Councillor Gary Kaschak then asks how the changes to the speed calming process will strengthen the Vision Zero initiative going forward. Mr. Simpson replies that the revised protocol is an approach that will stretch the city's resources and budget to tackle the highest priority and risk areas, in line with Vision Zero.

Councillor Frazier Fathers inquires if the new process covers all speed calming measures such as curb extensions and traffic circles, or if it only relates to speed hump installation. Mr. Simpson replies that most speed calming requests from the community ask for speed humps, so a large part of the report's focus is in this area. He adds the intent of the revised policy would cover all options for speed calming, tailored to each street. Mr. Simpson also mentions that installed calming measures will continue to be evaluated for effectiveness after installation.

Councillor Frazier Father asks if this monitoring will consume even more resources, or delay reviews on new requests. Mr. Simpson replies that he majority of the post-installation monitoring will be leveraging automation to a larger degree, which will free up resources.

Councillor Kieran McKenzie asks about the warrant scoring system outlined in the report, as areas without abutting sidewalks will score 'higher' on the speed calming assessment. He worries that areas with sidewalks that require speed calming will be unfairly penalized. Mr. Day replies that this prioritization is in line with Vision Zero, as there is increased danger for pedestrians forced to walk along busy roads with no sidewalks and adds that this is industry standard.



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Councillor Kieran McKenzie then asks about the cap on pedestrian generators in a catchment area, with the opinion that the limit of three on the warrant scoring system is underweighted. He would like the warrant process to take active transportation into account by using traffic calming to encourage more people to walk or bike to their destinations. Mr. Day replies in agreement but points out that giving pedestrian generators alone more weight in the scoring system would make more streets eligible for traffic calming, resulting in more backlogs and increased costs and resources, making the program unsustainable.

Councillor Kieran McKenzie inquires about needing the approval of 51% of residents in an area in order to continue with the speed calming installation. He asks if residents who do not respond to the survey are counted as votes opposed to the project. Awele Italiano, Road Safety Coordinator, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 2, 2025 entitled, "Traffic Calming Policy Update 2025 - City Wide" and replies that this is correct.

Councillor Kieran McKenzie suggests that this could be changed to only take into account the percentage of residents who respond. Mr. Day states that all reasonable effort is made to engage the community and encourage their input and again reiterates that this method is the industry standard across the province and country.

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 1094**

THAT the report of the Road Safety Coordinator dated September 2, 2025, entitled "Traffic Calming Policy Update 2025-City Wide" **BE RECEIVED** for information; and,

THAT the proposed Traffic Calming Policy **BE FORWARDED** to City Council in January 2026 for further discussion related to various options discussed at the Environment Standing Committee Meeting held on November 26, 2025 including speed humps on transit routes, traffic circles, curb extensions, pedestrian generator, signed petitions with only few residents on the street or majority that don't participate and the number of issues that warrant a review; and,

THAT administration **BE DIRECTED** to send a letter to the province regarding receiving funding for traffic calming in light of the removal of the Speed Camera program, as Windsor was in the process of implementing this program when it was cancelled.

Carried.

Report Number: S 111/2025

Clerk's File: ST/13863

## 11. QUESTION PERIOD

None presented.

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### 12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 5:42 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held January 28, 2026.  
Carried.

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Ward 9 – Councillor Kieran McKenzie  
(Chairperson)

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Deputy City Clerk / Supervisor of Council  
Services